Slide 1


The -500 Series
ATR 42-500
ATR 72-500
ATR Presentation
March 2000

1

Slide 2

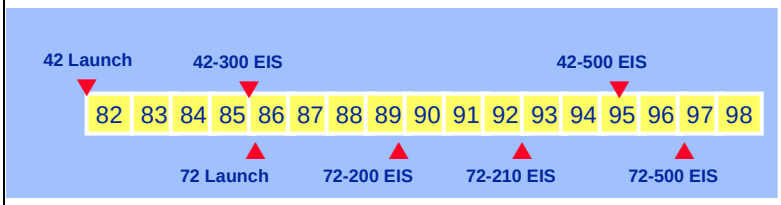
The ATR Family

ATR 42
42-50 seats

ATR 72
64-74 seats

Slide 3

Product Evolution



EIS : Entry Into Service

Slide 4

1997 : The New Generation

ATR 42-500 & ATR 72-500

- **Global improvement of the ATR family**
- **Focused on comfort**
  - Low noise/vibration 6 bladed props
  - High accuracy electronic prop control/synchrophasing
  - New look interior, 40% larger hatracks
  - Advanced soundproofing (passive, maintenance free)
  - Jet-like environment

Slide 5

1997 : The New Generation

ATR 42-500 & ATR 72-500

- **Increased commonality**
  - Common powerplant (engine and props)
  - More common systems (A/C packs, avionics)

    Example : Initial Provisioning

    for 5 ATR 42-500 + 5 ATR 72-500

    - Common spares represent **89%** of IP investment

    - IP investment saving is **22% (3M$)** versus 5 + 5 non common A/C
  - Common type rating (difference training : **only 3 h** ground course)

- **The reference turboprop family, ready for the next century**

Identical powerplant
PW 127 + HS 568F prop

Slide 6

Main Features

- **ATR 42-500**
  - 48 Pax standard layout
  - 300 kt cruise speed
  - 800+ nm range
- **ATR 72-500**
  - 68 Pax standard layout
  - 275 kt cruise speed
  - 900+ nm range

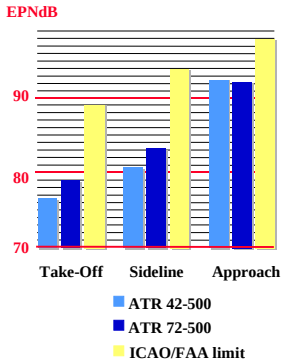
Jet like comfort
Widest cabin cross section

Slide 7

Main Features

ATR 42-500
- Short field capability
- Excellent hot and high performance
- Extremely quiet neighbor
  (31.3 EPNdB below Stage III)

ATR 72-500
- Short field capability
- Lowest cost per seat in the industry
- Extremely quiet neighbor
  (26.6 EPNdB below Stage III)

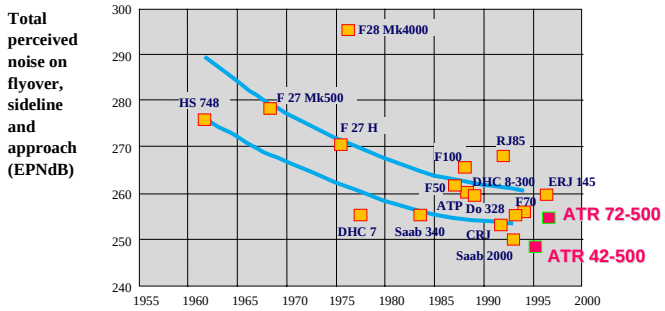


Certificated noise levels

Slide 8

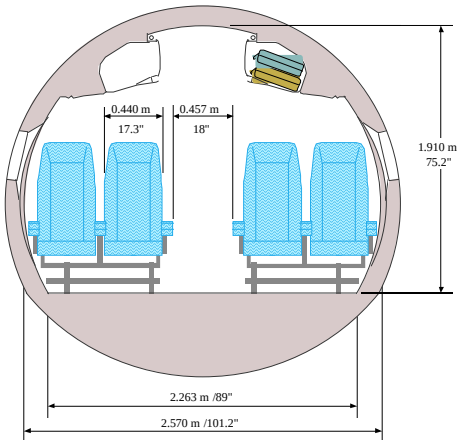
ATR : The quiet neighbors

The high technology ATR propeller system provides substantial benefits as far as outside noise is concerned, making the -500 Series the quietest family in the industry.



Slide 9

Cabin Cross Section



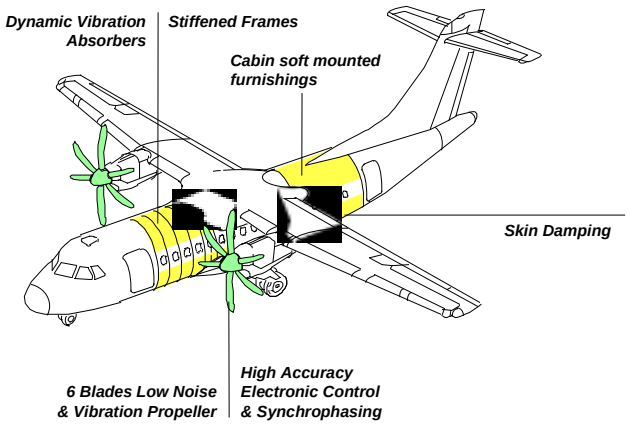
The widest cabin in its class

- **Jet like comfort**
- **18” aisle**
- **Wide and flat floor**
- **No tapered area**
- **No wing protruding**
- **Large overhead bins with embedded handrail**

Slide 10

ATR Quiet Cabin Features

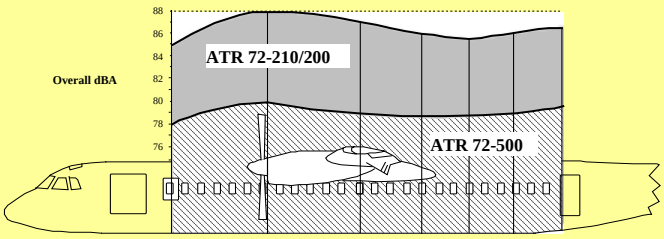
Passive, Maintenance Free



Slide 11

ATR 72-500 vs ATR 72-210/200
Cabin Comfort
Seated Passenger Head Reference

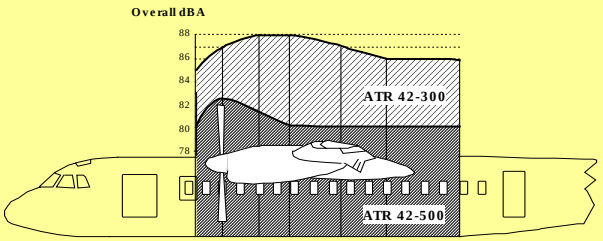
Max cruise, FL 200, ISA



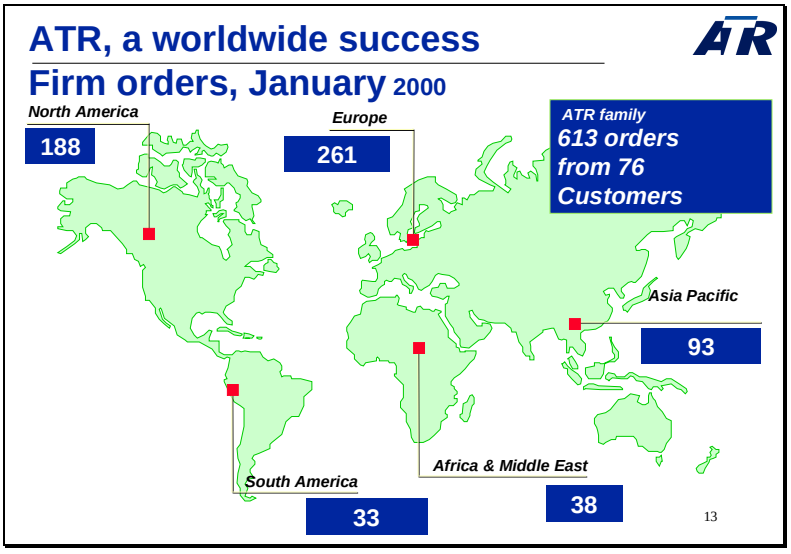
Slide 12

ATR 42-500 vs ATR 42-300
Cabin Comfort
Seated Passenger Head Reference

Max cruise, FL 200, ISA

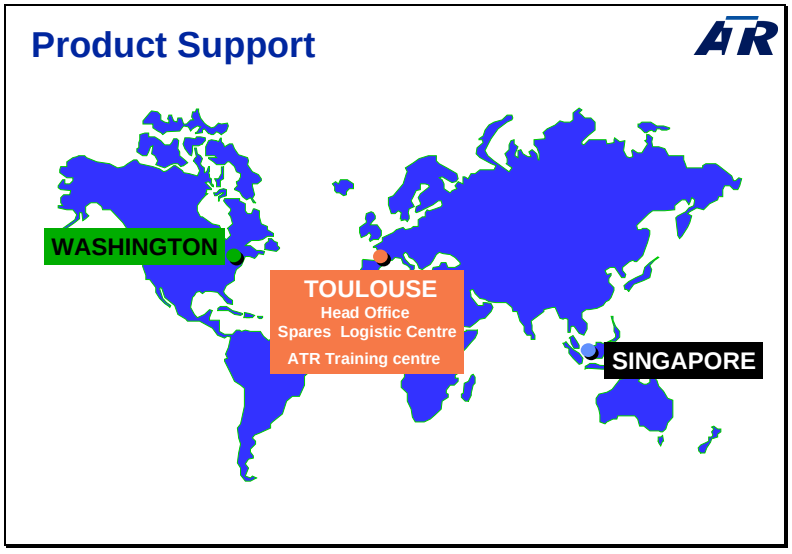


Slide 13

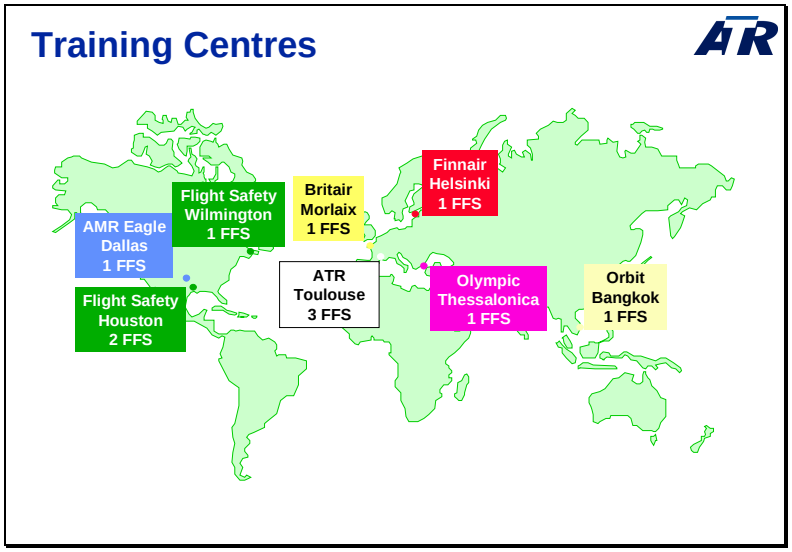

ATR, a worldwide success
Firm orders, January 2000
North America
188
Europe
261
ATR family
613 orders
from 76
Customers
Asia Pacific
93
Africa & Middle East
38
South America
33
13

11

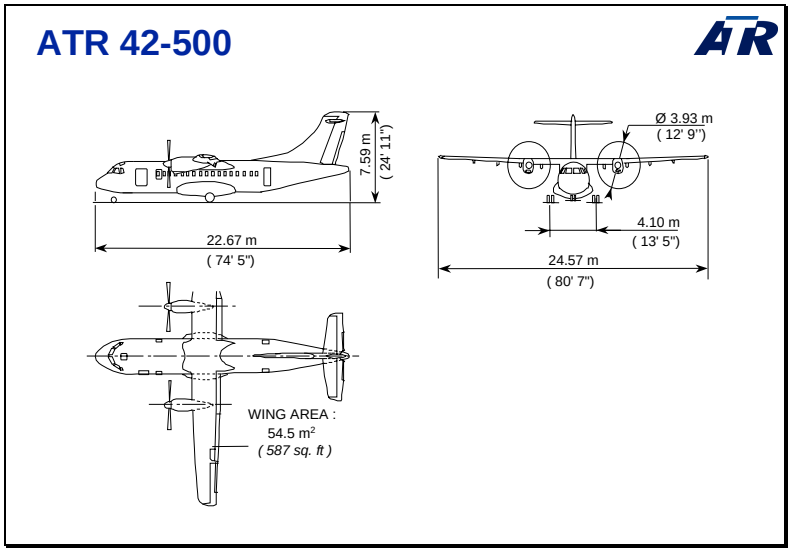
Slide 14


Product Support
ATR
WASHINGTON
TOULOUSE
Head Office
Spares Logistic Centre
ATR Training centre
SINGAPORE

Slide 15


Training Centres
Flight Safety
Wilmington
1 FFS
Britair
Morlaix
1 FFS
Finnair
Helsinki
1 FFS
AMR Eagle
Dallas
1 FFS
ATR
Toulouse
3 FFS
Olympic
Thessalonica
1 FFS
Orbit
Bangkok
1 FFS
Flight Safety
Houston
2 FFS

Slide 16


ATR 42-500
7.59 m
(24' 11")
22.67 m
(74' 5")
Ø 3.93 m
(12' 9")
4.10 m
(13' 5")
24.57 m
(80' 7")
WING AREA :
54.5 m²
(587 sq. ft)

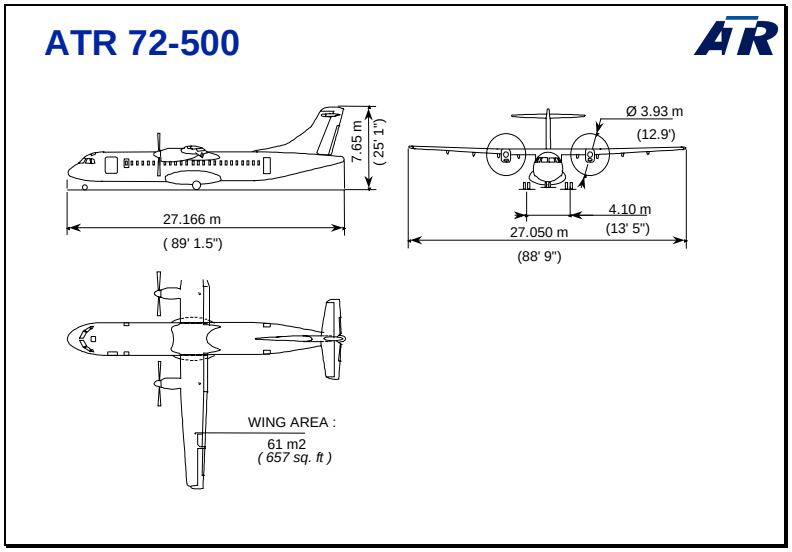
Slide 17

ATR 42 Versatility

46 PAX at 30" PITCH

CD Cargo Door
ED Entry Door
SD Service Door
▲ Emergency Exit
Stowage
Galley

Slide 18


ATR 72-500
7.65 m
(25' 1")
27.166 m
(89' 1.5")
Ø 3.93 m
(12.9')
4.10 m
(13' 5")
27.050 m
(88' 9")
WING AREA :
61 m2
(657 sq. ft)

Slide 19

ATR 72 Versatility

68 PAX at 31" PITCH

CD Cargo Door
ED Entry Door
SD Service Door
▲ Emergency Exit
Stowage
Galley

41

Summary

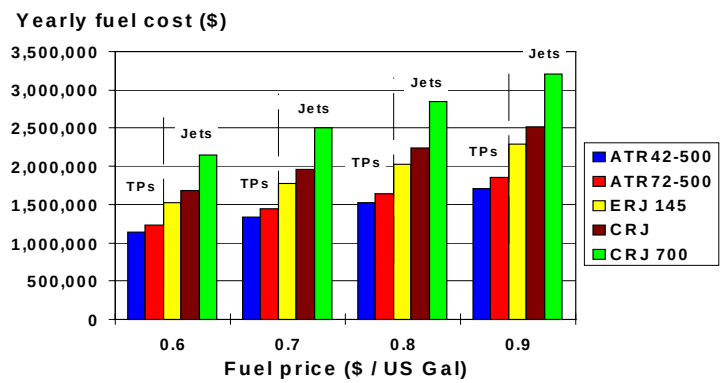
- **ATR is the leading family of regional aircraft, offering**
  - True commonality resulting in significant cost savings for operators of both types
  - Short field performance and high fuel efficiency which cannot be matched by regional jets
  - Excellent passenger appeal thanks to the quiet and vibration free wide cabin
  - Reliability and low cost of operation proven by more than 6 millions flight hours of worldwide regional service
  - Unmatched economics on high frequency, short route networks
- **ATR : The reference turboprops, ready for the next century**

Slide 21

Shuttle operation - 250 miles

Utilization : 13 round trips per day + 11 round trips on Sunday;

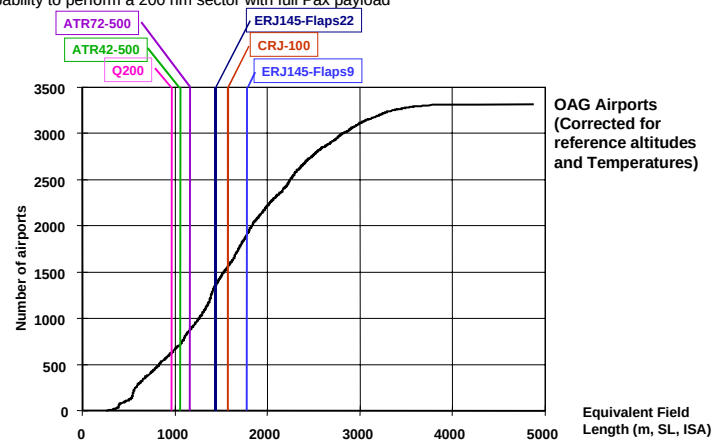
51 weeks per year



Slide 22

Airfield accessibility

Capability to perform a 200 nm sector with full Pax payload



Jet vs Turboprop Airfield accessibility

- 50 seat turboprops can perform a 200 nm sector with full Pax payload out of ~80% of OAG registered airports
- 50 seat RJs can perform this mission only out of ~55% of these airports because of runway limitations
- Access to short airfields is critical to many regional operators
- Turboprops have unpaved runway capability